

Appl. No. : **Unknown**
Filed : **Herewith**

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rear wheels being driven by the engine, the vehicle additionally comprising a hydraulic drive system for driving the left and right front wheels, the hydraulic drive system comprising at least one pump, a left motor, a right motor, and an accumulator in fluid communication with each other, the at least one pump being driven by an electric motor to create a flow of hydraulic fluid within the hydraulic system, the left motor being hydraulically powered to drive the left front wheel, the right motor being hydraulically powered to drive the right front wheel, and the accumulator being configured to pressurize the hydraulic drive system.

COMMENTS

Prior to this Amendment, Claims 1-22 were pending in the present application. Claims 1-22 have been canceled and new Claims 23-54 have been added. Thus, Claims 23-54 are now pending.

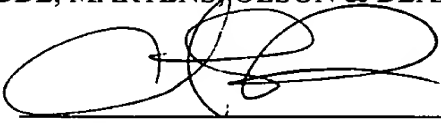
The specific changes to the specification are shown on a separate set of pages attached hereto and entitled **VERSION WITH MARKINGS TO SHOW CHANGES MADE**, which follows the signature page of this Amendment. On this set of pages, the insertions are underlined while the ~~deletions are struck through~~.

Applicant respectfully requests entry of the foregoing amendments before examination of the above-captioned application on its merits.

Respectfully submitted,

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Dated: July 9, 2001

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

The paragraph beginning at page 14, line 23 has been amended as follows:

The front and rear wheel drive type of vehicle of this invention comprises; a hydraulic pump 100, a hydraulic motor 101 connected to the hydraulic pump 100, and a pressurizing means 102, or accumulator, interconnecting the hydraulic pump 100 and the hydraulic motor 101, with the three components constituting a closed circuit 103.

The paragraph beginning at page 20, line 32 has been amended as follows:


The housing 44 of the hydraulic motor 7 is provided with a working oil inlet 7a (FIG. 2) and a working oil outlet 7b in positions more toward the rear of the vehicle body than the front fork 8. The working oil outlet 7b, as shown in FIG. 2, is connected through a second working oil return passage 45 to the working oil chamber 35 of the of the hydraulic unit 21. Working oil flowing from the hydraulic motor 7 through the second working oil return passage 45 toward the hydraulic unit 21 flows through the working oil inlet 27b formed in the lower part of the housing 27 into the working oil chamber 35. The working oil inlet 27b and the working oil ~~inlet~~ outlet 27a are provided near one end of the oil filter 30 in the housing 27.

The paragraph beginning at page 21, line 7 has been amended as follows:

The working oil passage 38 and the second working oil return passage 45 are made of flexible hydraulic hose or the like, routed along the front fork 8, and connected to the working oil inlet 7a and the outlet 7b of the hydraulic motor 7 (~~not shown~~).

The paragraph beginning at page 21, line 15 has been amended as follows:

The operation switching valve 32 is constituted to permit, in its on-state, working oil to flow only through the first working oil return passage 37 and, in its off-state, to interconnect the

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first working oil return passage 37 and the bypass passage 39. This operation switching valve 32 constitutes the running mode switching means of this invention. That is to say, in its on-state, of the ports ~~A to C~~ A, B and C shown in FIG. 2, only the ports A and C are interconnected and in its off-state, all the ports ~~A to C~~ A, B and C are mutually connected.

The paragraph beginning at page 24, line 22 has been amended as follows:

The relief valve 34 is constituted to be opened when the pressure in the bypass passage ~~30~~ 39, namely the pressure in the working oil supply passage 38, exceeds a preset value (for example several hundred atm) to permit working oil to flow out from the bypass passage 39 to the working oil chamber 35.

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